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square mile of country. Beyond this, towards the hills, the country is very sparsely populated. The traffic on the existing cartable roads is very small and does not give any indication that more cart roads are wanted. A good amount of money is being spent on the improvement of the existing roads and providing good bridges on them. If this leads to the development of traffic, it will then be time to think of making some more of the traces cartable.

71. The need for a European ward at the Quilon hospital.

Mr. John B. Cook (Member, the South Travancore Planters' Association) said that he understood that the Government had already granted a European ward for the Quilon hospital and that he had therefore nothing to say on the subject except to thank the Government.

Dewan's reply.—The needful is being done.

72. The conversion of certain village roads in the Quilon taluk into cart roads.

Mr. Vikraman Velayudhan Unnithan (Member, Quilon taluk) requested that the village road from the Kottayathu landing near the Thevally Palace to Kundara should be converted into a cart road. The road was only 7½ miles long and required no bridges or embankment on the line. No acquisition of land was necessary. The road would be of immense help to the inhabitants, particularly of the Perumad *pakuthi*, who had to go to the Anchuplammudu and Kundara markets to purchase paddy and other articles. He next requested that the six-feet path from Kundara to Athichanalloor should also be converted into a cart road. It was 7 miles long. No acquisition of land was necessary. The road would be of much use to the ryots of the eastern *pakuthies* of the Quilon taluk.

Dewan's reply.—With regard to the first road, the Chief Engineer says that the road is about 8 miles in length and is ridable and walkable, but full of steep gradients and valley crossings, that it has to be re-aligned for a cart road and that it is not one of urgent necessity to need immediate attention. In regard to the second road, it is stated that the road is not so very important as to require precedence over so many other important roads.

73. The necessity for regulating the opening and closing of he Paravur bar.

Mr. K. Parameswaren Pillai, B. A. & B. L. (Member, Quilon taluk) said that the Paravur bar is the passage by which the Ithikara river emptied itself into the sea. On either side of the river, there existed vast areas of paddy lands watered by that river. During flood time, it was absolutely necessary that the bar should be opened and kept open for a long period in order to prevent the floods destroying the crops, and during the dry season it was equally necessary that the bar should remain closed in order to prevent the destruction of the crops by drought and check the inrush of salt water. For some time past, the work of opening and closing the bar had been entrusted to the ryots and the arrangement worked well. But since 2 or 3 years, it was in the hands of the Public Works Department, who paid little heed to the interests of cultivation, but opened and closed the bar to suit the convenience of navigation. The Member therefore prayed that the old arrangement be revived and, if that was not practicable, that the Government might be pleased to investigate into the matter and order the opening and closing of the bar being properly regulated to suit the needs of the agriculturists.

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Dewan.—What are the months during which you want the bar to remain open and closed?

Member.—The bar should be opened during the flood season, *i. e.*, in Edavam and Mithunam, and it should be closed after the 10th Thulam.

Dewan's reply.—The work will be entrusted to the Tahsildar, who should arrange for the timely opening and closing of the bar in the interests of agriculture.

74. Improvement of the means of communication in the Karunagappalli taluk.

Mr. Krishnan Madhavan (Member, Karunagappalli-taluk) said that the Karunagappalli taluk was the second in the State in point of land revenue and that, nevertheless, the means of communication in it were in a very inefficient condition. He suggested that a certain proportion of the land revenue might be set apart for public works in the taluk and that a Board be formed, with the Tahsildar as the President and a few of the leading ryots as members, to see to the proper expenditure of the allotment. Among the roads most necessary, he mentioned the one from the Neendakara bar to to Kunnankulangara.

Dewan.—This road has already been started.

The Member continuing requested that the following three roads and canal be improved:—

(1) Road from Pulimoottukara to Sasthankotta, 3 miles long.

(2) Road from Kallukadavu to Padanayarkulangara Cutcherry landing.

(3) Road from Thodiyur *pakuthi* to the Main Central Road, 2½ miles long.

(4) The Pavumba Canal should be deepened and improved over a length of 600 feet. The people had been agitating for it since 1073 and there was some correspondence about it since 1077. The canal was so very useful to the ryots that they would be ready to contribute a portion of the expenditure, if necessary, or a toll might be levied on every boat going by the canal till the entire outlay was realised.

Dewan's reply.—Noted.

75. Conversion of two village roads in the Mavelikara taluk into cartable roads.

Mr. C. K. Krishna Pillai (Member, Mavelikara taluk) said that there existed a very broad road from the 4th milestone of the Kayankulam—Punalur Road southwards to Thazhava. He requested that it should be gravelled and made cartable and added that no land acquisition was necessary. He also requested that the village road from Nediyanical temple in Thamarakulam to Oachira should be converted into a cartable road.

Dewan's reply.—Noted.

76. The need for more roads in the Chengannur taluk.

Mr. Devan Krishnaru (Member, Jenmi, Quilon Division) requested that the road from Mavelikara to Kozhencherry through Chengannur should be improved and made cartable.

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